

ANNUNCIATOR FORM			
SECURITY CLASSIFICATION S E C R E T			
TYPE MSG	BOOK	MULTI XX	SINGLE
PRECEDENCE			
ACTION IMMEDIATE			
INFO		DTG	
FROM [REDACTED]			SPECIAL INSTRUCTIONS <i>OPS</i>
TO: [REDACTED] INFO: [REDACTED]			
IDEALIST [REDACTED]			
SUBJECT: ARTICLE LANDING INCIDENT/ACCIDENT			
REF: PHD 50-10-20 AIRCRAFT ACCIDENT/INCIDENT REPORTING AND INVESTIGATION			
1. IN ACCORDANCE WITH REF DIRECTIVE THE FOLLOWING INFORMATION REGARDING AN INCIDENT OCCURING ON 13 NOV IS SUBMITTED:			
A. DATE/TIME OF INCIDENT: 13/2400Z NOV 68.			
B. LOCATION: LANDING [REDACTED]			
C. ART PRODUCTION NUMBER: 057, 28131.			
D. PILOT: [REDACTED]			
E. INJURY: NONE.			
F. AIRCRAFT PERFORMANCE PRIOR TO LANDING WAS NORMAL.			
PILOT MADE ALL REQUIRED RADIO CALLS IN THE LANDING PATTERN AND WAS ADVISED THE WINDS WERE MOSTLY CALM WITH OCCASIONAL WIND FROM 220 AT 2 OR 3 KNOTS. LANDING WAS ON RUNWAY 24.			
PERSONNEL ON DUTY IN MOBILE WERE [REDACTED] (DRIVER) [REDACTED] (OPERATIONS OFFICER) [REDACTED] (OBSERVER). AIRCRAFT ARRIVED			
OVER THE OVERTURN THE LANDING LOOKED COMPLETELY NORMAL. AT			
TYPED NAME AND TITLE	PHONE	SIGNATURE	DATE
[REDACTED]	[REDACTED]	[REDACTED]	13
[REDACTED]	[REDACTED]	[REDACTED]	TIME
[REDACTED]	[REDACTED]	[REDACTED]	2355Z
[REDACTED]	[REDACTED]	[REDACTED]	MONTH
[REDACTED]	[REDACTED]	[REDACTED]	NOV
[REDACTED]	[REDACTED]	[REDACTED]	YEAR
[REDACTED]	[REDACTED]	[REDACTED]	68
[REDACTED]	[REDACTED]	[REDACTED]	PAGE NO.
[REDACTED]	[REDACTED]	[REDACTED]	1
[REDACTED]	[REDACTED]	[REDACTED]	NO OF PAGES
[REDACTED]	[REDACTED]	[REDACTED]	25X1A
[REDACTED]	[REDACTED]	[REDACTED]	25X1A
SECURITY CLASSIFICATION S E C R E T		REGRADING INSTRUCTIONS GP-1	

DD FORM 1 NOV 65 173

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED U.S. GOVERNMENT PRINTING OFFICE: GPO: 1969: 281-011

SECRET

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION IMMEDIATE			
INFO			

THIS POINT MOBILE STARTED CALLING OFF ALTITUDES FOR THE FINAL TOUCHDOWN. AGAIN EVERYTHING APPEARED NORMAL. ALTITUDES GIVEN BY MOBILE STARTED AT 5 FEET WITH A SMOOTH TRANSITION TO 1 FOOT. AT THIS POINT THE AIRCRAFT STARTED TO SETTLE AND THE LEFT WING STARTED TO DROP. CONTACT WITH THE RUNWAY WAS BY MAIN GEAR AND TAIL WHEEL FOLLOWED SHORTLY BY THE LEFT TIP. TOUCH DOWN ON THE GEAR WAS APPROXIMATELY 300 FEET FROM END OF RUNWAY. AT THIS POINT THE AIRCRAFT STARTED A LEFT TURNING SKID. MOBILE IMMEDIATELY CALLED FOR FULL RIGHT RUDDER WHICH WAS ~~KNOCK~~ ALREADY APPLIED. AS THE SKID CONTINUED AND IT BECAME OBVIOUS THE AIRCRAFT WOULD DEPART THE RUNWAY MOBILE ADVISED THE DRIVER TO STOP COCK THE ENGINE. THE TURNING SKID OCCURRED QUITE RAPIDLY AND A DECISION TO GO AROUND WOULD HAVE BEEN DISASTROUS. THE AIRCRAFT CAME TO REST APPROXIMATELY 100 FEET OFF THE RUNWAY IN THE SOFT SAND. ONE POSSIBLE CAUSE CONTRIBUTING TO THE INCIDENT MAY BE A LEAKY LEFT WING. FUEL REMAINING ON TOTALIZER WAS 127 GALLONS. DRIVER ~~STATED~~ STATED HE HAD TO TRANSFER FUEL LEFT TO RIGHT APPROXIMATELY EACH 30 MINUTES.

G. THERE WAS NO VISABLE DAMAGE TO THE AIRCRAFT PRIOR TO REMOVING IT TO THE HANGER. THE AIRCRAFT DUG INTO THE SOFT SAND UP TO THE MAIN GEAR AXLE. THE JERRY WAS ATTACHED TO THE TAIL WHEEL, PLANDING WAS PLACED UNDER THE MAIN GEAR,

AND THE AIRCRAFT WAS TOWED AWAY. THE AIRCRAFT WAS ~~NEW~~ REMOVED

CONTROL NO.	FOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS
		2			
REGRAIDING INSTRUCTIONS				SECURITY CLASSIFICATION	
GP-1				SECRET	

ABBREVIATED MESSAGE FORM

and/or CONTINUATION SHEET

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION IMMEDIATE			
INFO			

TO THE HANGER IN 1 HOUR AND 10 MINUTES. NEITHER OF THE
MAIN GEAR TIRES WERE **BLOWN**.

H. INITIAL INDICATIONS ARE THAT THE AIRCRAFT CAME THROUGH
THE LANDING WITH OUT DAMAGE. STRUCTURAL ENGINEERS FROM [REDACTED]
WILL INSPECT THE GEAR AND OTHER AREAS UPON ARRIVAL 14 NOV.
THE AIRCRAFT IS BEING PUT INTO PE/SERVICE ~~EXERCISE~~ BULLETIN
UP-DATE AT THIS TIME.

25X1A

END OF MESSAGE

CONTROL NO.	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS
		2	3		
REGRAIDING INSTRUCTIONS				SECURITY CLASSIFICATION	
				SECRET	

DD FORM 173-1

1 NOV 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

Mobile - [REDACTED] Driver - [REDACTED]
 WX - clear - 220 / 3 Kts, mostly calm.
 alt 29.77

Time of land 2200Z - 1400L
 Runway 67

Touchdown approx 800 feet from
 end.

Alt 057 N 815X

Sumptom 57

Counters 126

Serviced at the 50

TOTAL 176

GT 68.519

Cockpit switches all normal.

Barometer

2159.30 Neg 65, but the stopcock

BRIEFING

- 25X1A 1. The classification of this briefing is N-A.
2. GENTLEMEN: This is the general briefing for MSN GT 68-519, to be flown by [REDACTED] on 13 Nov 68.
- 25X1A 3. PURPOSE: [REDACTED] 25X1A
4. FLIGHT DATA: The aircraft call sign is [REDACTED] Tail # 057 Model R T.O. is 0930 L for 4.5. Fuel load is 1088 gals. Flt Alt is H1A. The equip carried is [REDACTED] Command Post call sign is [REDACTED] 25X1A
- 25X1A [REDACTED] is [REDACTED], Acft location [REDACTED]. Takeoff Hdq [REDACTED] 25X1A
- 25X1A Taxi freq [REDACTED]. Takeoff freq [REDACTED]. Msn freq [REDACTED]. IFF [REDACTED].
- EMERGENCIES: Flying safety will take preference over mission requirements.
- SPECIAL BRIEFINGS: Maint [REDACTED]. Nav [REDACTED]. WX [REDACTED]. Spec Equip [REDACTED]. Avionics N/A.

REMARKS: WZ

DE-BRIEFING

1. The classification of this debriefing is N-A.
2. This de-briefing is for MSN GT 68-519 flown in aircraft 057 on 13 Nov 68.
3. A scheduled take-off time of 0930 L was made good (was delayed [REDACTED] min) for a flight duration of [REDACTED].
4. Special de-briefings: WX [REDACTED], NAV [REDACTED], SPEC EQUIP [REDACTED], AVIONICS [REDACTED], TRACKER [REDACTED], AUTO PLT [REDACTED], MAINT [REDACTED], ENGINE [REDACTED], PE [REDACTED].
- OTHER COMMENTS:

DE-BRIEFING OFFICER (Signature)

PARACHUTE BURY HOOKUP

ORIGINATOR:

412

NAME OF PERSON:

13 Nov 68

LOCATION:

25X1A

A/C NUMBER:

057

LOCATION:

1. CROWMEMBER READY CHECK (VISUAL) BEFORE CROWMEMBER ENTERS COCKPIT.

- ✓ 1. Check canopy uplock bar.
- ✓ 2. Scramble handle cover removed.
- ✓ 3. Ejection seat, Secondary ejection, canopy pins in place.
- ✓ 4. Parachute safety pin removed, bug cover in place.
- ✓ 5. Face heat on medium. *LOW*
- ✓ 6. Check for proper installation of equipment.

2. CROWMEMBER READY CHECK

TIME ON OXYGEN:

- ✓ 1. Helmet tape installed.
- ✓ 2. Stirrups secured.
- ✓ 3. Seat hit connected and adjusted.
- ✓ 4. Lap belt connected, adjusted and locked.
- ✓ 5. Oxygen hoses connected and adjusted.
- ✓ 6. Personnel leads strapped to suit.
- ✓ 7. Green apple secured.
- ✓ 8. Vent hose connected to controller, rubber band in place.
- ✓ 9. Communications cord connected and wrapped around helmet ear horn plug.
- ✓ 10. Manual override secured. (Open circuit and check).
- ✓ 11. Parachute connected Koch hardware locked to man.
- ✓ 12. Face heat to visor.
- ✓ 13. Check seat anemoids for proper settings.
- ✓ 14. PRESS TO TEST BOTH SYSTEMS.
- ✓ 15. Oxygen systems:

System #1	Pressure	80/75	Quantity	9
System #2	Pressure	85/80	Quantity	9.25
Standby	Pressure		Quantity	
Emergency	Pressure #1	FOR	#2	1800

3. Assume Ejection position: head back to headrest, both hands on D ring.

HOOKUP CONTINUED:

SIGNATURE

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- ✓ 1. Seat pin removed.
- ✓ 2. Canopy pin removed.
- ✓ 3. Secondary ejection pin removed.
- ✓ 4. Can cap cover removed.
- ✓ 5. Canopy closed.

PRESS RELEASED-CROWMEMBER CHECKED

SIGNATURE

25X1A

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ACFT SER NO 057

ENG SER NO _____

DATE 12 NovOPERATOR H²O

	MECH
1. ENGINE AIR SCOOPS CLEAN & RUNUP SCREENS INSTALLED	<u>7/22</u>
2. BOUNDARY LAYER & UPPER COCKPIT AREAS FREE OF ALL LOOSE MATERIALS (FOD)	<u>✓</u>
3. RUNUP CABLES INSTALLED, WHEEL CHOCKS, FIRE BOTTLES AND STANDBY CREW IN PLACE	<u>✓</u>
THROTTLE "OFF"	<u>✓</u>
4. LANDING GEAR LEVER "DOWN" - RAMAIR SWITCH "OFF" (OFF AFTER START)	<u>✓</u>
5. ENGINE OIL, CSD OIL, AND HYDRO OIL QUANTITY CHECKED & SERVICED	<u>✓</u>
6. COCKPIT SWITCHES AND CIRCUIT BREAKERS SET PER CHECK LIST	<u>✓</u>
7. FUEL TOTALIZER READINGS: START (<u>164</u>) - STOP ()	<u>✓</u>

C A U T I O N

STARTER CYCLE LIMITS: THREE(3) STARTS OF SIXTY (60) SECONDS MAXIMUM DURATION EACH WITHIN A FIVE (5) MINUTE PERIOD, FOLLOWED BY A FIVE (5) MINUTE COOLING PERIOD

NOTE: DURING START, WATCH EMERGENCY FUEL SYSTEM LIGHTS - DISCONTINUE START IF LIGHT DOES NOT GO "OUT" BEFORE REACHING 10% RPM (DESIRED 3% - 6%)

NOTE: WAIT TWO (2) MINUTES AFTER SHUTDOWN OR ABORTED START FOR CSD RUNDOWN BEFORE RESTART

- | | |
|--|----------|
| 8. AT 12% RPM MINIMUM, IGNITION SWITCH IN "START" | <u>✓</u> |
| 9. AT 18% RPM DESIRED (16% MINIMUM), THROTTLE TO "IDLE" - WATCH INDICATORS FOR PROPER FUNCTION & EGT FOR OVERTEMPERATURE (400°C MAXIMUM) | <u>✓</u> |
| 10. ENGINE IGNITION AND STARTER AIR "OFF" AT 35% RPM | <u>✓</u> |
| 11. ENGINE AT IDLE: PLACE "DC BATTERY" SW TO "NORM" AND "DC MAIN GEN" SW TO NORMAL | <u>✓</u> |
| 12. MAIN DC GEN OUT AND MAIN AC GEN OUT LIGHT SHOULD GO "OUT" | <u>✓</u> |

13.

ENGINE OPERATIONAL CHECK LIST (J75P-13B)

FREE AIR TEMPERATURE READING		
	IDLE 45% (PLUS/MINUS 1%)	<u>45 1/2</u>
RPM (*)	MAX 103%	
E.G.T. FOR START	MAX 400°C	<u>250</u>
	IDLE (*) 340°C	
E.G.T.	MAX 665°C	<u>303</u>
	IDLE 14 - 16 PSI	
FUEL PRESSURE	MAX 10 APPROX PSI	<u>15 1/2</u>
	IDLE (MIN) 35 PSI	
OIL PRESSURE	NORM 1.40 - 55 PSI	<u>45</u>

ENGINE OPERATIONAL CHECK LIST - CONTINUED			MECH
OIL TEMPERATURE	MAX - 121°C	30°C	mm
HYDRAULIC PRESSURE	2850 - 3150 PSI	3050	
AMMETER	50 - 225 AMPS	N/A	
(*) VARIES WITH AMBIENT TEMPERATURE NO EXCESSIVE FLUCTUATION PERMITTED.			
14. AC AND DC OPERATION CHECK:- RPM, 48% OR ABOVE FOR AC SYSTEM			✓
A. ALL AC & DC CONTROL SWITCHES POSITIONED TO "NORMAL" EXCEPT AC "EXTERNAL POWER" WHICH SHOULD BE "OFF"			✓
B. ALL ELEC SYST ANNUNCIATOR LAMPS SHOULD BE "OFF" (8 LAMP ASSEM)			✓
C. PLACE "MAIN AC" GEN CONTROL SWITCH "OFF" - MAIN "AC-GEN-"OUT" AND EMERG AC-GEN-"ON" LAMPS SHOULD COME "ON"			✓
D. PLACE "EMERG AC-GEN" CONTROL SWITCH TO "OFF", - MAIN AC-GEN-"OUT" LAMP SHOULD BE "ON", EMERG AC-GEN LAMP GOES "OFF", - EMERG INVERTER-ON LAMP COMES "ON"			✓
E. RETURN AC CONTROL SWITCHES TO "NORM", ALL LAMPS SHOULD GO OFF			✓
F. PLACE MAIN DC-GEN CONTROL SWITCH "OFF", MAIN DC-GEN-OUT LAMP SHOULD COME "ON" - XFMR-RECT-ON LAMP SHOULD COME "ON"			✓
G. PLACE TRANSFORMER-RECTIFIER CONTROL SWITCH "OFF", EMERG DC GEN-ON LAMP "ON" - EMERG BATTERY-ON LAMP "ON", MONITOR DC VOLTS-LOW LAMP "ON", XFMR-RECT "ON" LAMP "OFF"			✓
H. RETURN DC CONTROL SWITCH TO "NORM", ALL LAMPS SHOULD GO OFF			✓
15. DC GENERATOR VOLTAGE WITHIN SPECIFIED LIMITS			✓
16. REVERSE CURRENT RELAY OPERATIONALLY CHECKED			✓
17. AC GENERATOR VOLTAGE WITHIN SPECIFIED LIMITS & FREQUENCY			✓
18. COCKPIT TEMPERATURE CONTROL SYSTEM - AUTO & MANUAL			✓
19. RAM AIR SWITCH FOR OPERATION			✓
20. WINDSHIELD DEFOGGING VALVE: WINDSHIELD DEFROST HEATER AND BLOWER			✓
21. FUEL BOOST PUMPS FOR OPERATION AND INDICATION			✓
22. FUEL TRANSFER PUMPS FOR OPERATION AND INDICATION			✓

U-2R PERIODIC INSPECTION

RUN DATA PAGE 3

ENGINE RUN DATA - CONTINUED		MECH
23. FUEL TANKS PRESSURIZED TO ENSURE SPECIFIED PRESSURE IS MAINTAINED IN TANKS - (PRESSURE GAGE INSTALLED IN FILLER NECKS) 1.5PSIG		✓
24. FLIGHT CONTROLS: AILERONS, AILERON TRIM, ROLL SPOILERS; HORIZONTAL STABILIZER AND STABILIZER TRIM; WING FLAPS NORMAL TRAVEL, GUST CONTROL, LIFT SPOILERS, SPEED BRAKES AND STALL STRIPS: CHECK FOR PROPER OPERATION AND INDICATION		✓
25. CHECK OPERATION OF BLEED VALVES & LIGHTS - (CYCLE THREE (3) TIMES MIN)		✓
26. ENTIRE AIRCRAFT CHECKED FOR FLUID LEAKAGE		✓
27. EMERGENCY FUEL SYSTEM & LIGHT FOR OPERATION - (MAKE SWITCH OVER AT 70% RPM) SHUT DOWN ENGINE WHILE STILL IN EMERG SYSTEM		✓
28. ENGINE SCAVANGE RUN AT APPROX 75% RPM		✓
29. THROTTLE "OFF" - DUMP VALVE SHOULD ALWAYS DUMP		✓
30. ELECTRICAL CONTROL SWITCHES (AC & DC) TO OFF, AFTER SHUTDOWN		✓
31. ENGINE OIL LEVEL AND CSD OIL LEVEL CHECKED & SERVICED (IF REQUIRED) IMMEDIATELY AFTER ENGINE SHUTDOWN		✓
NOTE: MAXIMUM ALLOWABLE FUEL DRAIN LIMITS AS FOLLOWS:		
1. FUEL CONTROL -----20 DPM		
2. P&D VALVE -----10 DPM		
3. ENGINE DRIVEN FUEL PUMP ----10 DPM		

25X1D

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FLIGHT WEATHER BRIEF				AIRCRAFT NO. 74B00447R000200040001-6	
Approved For Release 2001/07/26 : CIA-RDP74B00447R000200040001-6				DATE 13 NOV 68	
I. TAKEOFF DATA					
RUNWAY TEMP.	PRESSURE ALT.	TEMP DEVIATION	VAPOR PRESSURE	SPECIFIC HUMIDITY	DENSITY ALTITUDE
CLIMB WINDS <i>SEE FLT PLAN</i>					
REMARKS <i>WIND 40M 2855 60M 2920</i>					
II. ENROUTE DATA					
FLIGHT LEVEL <i>AOV 600</i>	TEMPERATURE <i>—</i>	WINDS <i>SEE FLT PLAN</i>			
CLOUDS AT FLIGHT LEVEL ☐ YES ☒ NO ☐ IN AND OUT			VISIBILITY AT FLIGHT LEVEL <i>2+</i> ☐ HAZE ☐ DUST ☐ SMOKE ☐ PRECIPITATION		
MINIMUM CEILING ENROUTE <i>2000</i>		MAXIMUM CLOUD TOPS <i>37000 FT MSL</i>		MINIMUM FREEZING LEVEL <i>9,000 FT MSL</i>	
THUNDERSTORMS		TURBULENCE		PRECIPITATION	
☒ NONE	☐ FEW	☒ CAT	☒ LGT	☒ NONE	☒ NONE
☐ SCATTERED	☐ TSTM	☐ MOD	☐ SVR	☐ RAIN	☐ DRZL
☐ NUMEROUS	☐ HAIL	☐ MOD	☐ SVR	☐ SHOWERS	☐ SNOW
		<i>RTD</i>		☐ FREEZING	
				☐ CLEAR	
				☐ RIME	
				☐ MIXED	
				☐ IN CLOUDS	
III. TERMINAL DATA					
DESTINATION (Existing)					
FORECAST <i>EDW 80010 / 3010 000H 27.82 (2100 Z TO 2300 Z)</i>					
ALTERNATE (Existing) <i>WIND DRIFT VGR L</i>					
FORECAST (Z TO Z)					
IV. COMMENTS/REMARKS					
<i>PMO } DO EDW</i> <i>VCLV }</i> <i>LVS 1300 / 1010 / 2415 630 29.75</i> <i>LUF 1200 / 1010 / 1350 8 29.72</i> <i>DMA 1200 / 1010 / 2310 620 29.72</i> <i>ASQ 600 1000 / 1010 / 2415 625 29.79 RN 25X1A</i>					
VOID TIME <i>BRED AT 1545Z</i>		EXTENDED TO			
V. TELEVISION/TELEPHONE BRIEFING RECORD					
WEATHER FACILITY <i>EDW ASD - EDW</i>					
TAPE NO.	START	STOP	PHONE CHARGE		